

# Memorandum

**To:** Chair and Commissioners

**Date:** March 22, 2002

**From:** Diane C. Eidam

**File No:**  
**Reference Number 2.2c.(2)**  
**Action**

**Ref:** **Los Angeles-San Fernando Valley Transit Extension Project (Los Angeles County) – Future Consideration of Funding to Build an East-West Bus Rapid Transit System in the Burbank-Chandler Corridor from North Hollywood to Warner Center (Notice of Determination) (TCRP #38.1) Resolution E-02-27**

## **Issue:**

Should the Commission adopt the attached resolution to approve future consideration of funding to build an east-west Bus Rapid Transit (BRT) system in the Burbank-Chandler corridor from North Hollywood to Warner Center in Los Angeles County?

## **Recommendation:**

Commission staff recommends that the Commission, as a responsible agency, approve the attached Resolution E-02-27. As a responsible agency, the Commission must approve this Resolution prior to allocating funds for capital purposes on the proposed BRT project.

## **Background:**

This resolution proposes to approve for future consideration of funding the following project for which a Final Environmental Impact Report (EIR) under the California Environmental Quality Act has been completed:

- San Fernando Valley East-West Transit Corridor Project – An east-west BRT system in the Burbank-Chandler corridor from North Hollywood to Warner Center in Los Angeles County.

The project would provide a BRT system along a 14-mile exclusive, at-grade busway between the existing Los Angeles County Metropolitan Transportation Authority Metro Red Line North Hollywood station and the planned Warner Center Transit Hub. The busway would be primarily on the MTA right-of-way (previously known as the Southern Pacific Burbank-Chandler right-of-way). Thirteen busway stations would be provided at approximately 1-mile intervals along the route. The project is being designed to include at-grade Class I and Class II bikeways that are being implemented by the City of Los Angeles Department of Transportation as a separate project.

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The project will only have a temporary significant effect on the environment in that construction noise cannot be adequately mitigated as no feasible mitigation measures are available to reduce these noise impacts below significant level.

The current estimate for the project is \$329,500,000 of which \$145,000,000 in funding will be provided through the Governor's Traffic Congestion Relief Program (TCRP), Project #38.1. The remaining \$184,500,000 will come from committed local and other state funding sources. The Commission, at its January 18, 2001 meeting, approved MTA's application for Phase I (preliminary engineering and completion of the final EIR). The Commission, at its April 3-4, 2002 meeting, will consider MTA's project application for Phases 2 and 3, and a portion of Phase 4.

The MTA Board has approved the Final EIR and has filed a Notice of Determination of this project. The Commission's approval and the resulting filing of the attached Notice of Determination with the Office of Planning and Research will satisfy the environmental requirements for this stage of the project planning process.

Attachment

March 22, 2002  
Reference Number 2.2c.(2)

**CALIFORNIA TRANSPORTATION COMMISSION**

**Resolution for Approval of Project for Consideration of Funding  
Los Angeles-San Fernando Valley Transit Extension Project  
(Los Angeles County)**

Resolution E-02-27

- 1.1 WHEREAS**, the Los Angeles County Metropolitan Transportation Authority has completed a Final Environmental Impact Report in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines, and the California Transportation Commission Environmental Regulations for the following project
- Los Angeles-San Fernando Valley Transit Extension Project
- 1.2 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.3 WHEREAS**, the project will have a temporary significant effect on the environment in that construction noise cannot be adequately mitigated as no feasible mitigation measures are available to reduce these noise impacts to below significant levels.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project for future consideration of funding.